





## To-day's Advertisements.

## TO TEACHERS.

## HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:—

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai Yokohama and Singapore  
Messrs. W. BREWER & Co., Hongkong and Shanghai.  
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Messrs. MAN YU TONG, Hongkong.

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## THE NEW CENTURY SHOW

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## WARREN'S CIRCUS

New Faces, New Acts, and Greatest Sensations.  
Successful beyond the most extravagant Praise.

Every item cheered to the echo.  
Saturday Night's Enthusiastic Demonstration of the vast audience a Verdict of Unanimity that needs no comment.

TO-NIGHT,  
Last Night of  
FIRST PROGRAMME.

TO-MORROW-NIGHT,  
FIRST ENTIRE CHANGE.

GALA SPECIAL MATINEE,  
TO-MORROW, (WEDNESDAY)  
afternoon, at 4 P.M.

HON PLAN at  
Messrs. ROBINSON PIANO Co.  
W. FLUEGER,  
General Representative.

Hongkong, 17th April, 1900. [495b]

THE PUMJON MINING COMPANY, LIMITED.

SHARES in this Company on which a CALL of \$1 was made PAYABLE on the 3rd day of March, 1900, and which Call has not yet been paid, are liable to be forfeited, in accordance with the Articles of Association of the Company.

Interest at the rate of 10 per cent. per share will be charged on all Overdue Calls.  
W. H. GASKELL,  
Secretary.

Hongkong, 17th April, 1900. [500b]

THE FIRST GYMNASIA MEETING.

APRIL 28th, 1900.

## EVENTS.

1.—HALF-MILE RACE.—For all China ponies. Weight for inches as per scale with 7 lbs. added. Winners at any Official Meeting this season 5 lbs. extra. Subscription griffin and bona fide polo ponies allowed 7 lbs.

2.—TEST PEGGING.—Points for place and style—three runs.

3.—STEEPLECHASE.—For all China ponies over usual course. Weight for inches as per scale. Previous winners of Steeplechase 7 lbs. added.

4.—ONE MILE HANDICAP.—For all China ponies.

5.—LADIES NOMINATION.—Each Competitor to start from a post 100 yards up the course and ride to the lady who nominates him, take one potato from her each time, return and drop it into his bucket. Should he fail or the potato not remain, he must dismount, put the potato into the bucket, and mount without assistance. To win, first past the winning post, third time in with all three potatoes in the bucket.

6.—14 MILE RACE.—For all China ponies. Weight for inches as per scale with 3 lbs. added. Subscription griffin allowed 7 lbs. Winners at this Meeting 5 lbs. extra.

7.—ONE MILE RACE.—For Walkers. Catch Weights over 11 st. 7 lbs.

Hongkong, 17th April, 1900. [505b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

The Company's Steamship  
"FORMOSA,"  
Captain Douglas, will be despatched for the above Ports, TO-MORROW, the 18th inst., at 10 A.M.

For Freight or Passage, apply to  
DOUGLAS LAIRRAK & Co.,  
General Managers.

Hongkong, 17th April, 1900. [502b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

The Company's Steamship  
"YUENSANG,"  
Captain P. H. Rolfe, will be despatched as above on THURSDAY, the 19th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 17th April, 1900. [490b]

CHINA NAVIGATION COMPANY, LIMITED.

## FOR TIENTSIN.

The Company's Steamship  
"KWEIYANG,"  
Captain Outerbridge, will be despatched as above on FRIDAY, the 20th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 17th April, 1900. [460b]

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship  
"CATHERINE APCAR,"  
Captain J. G. Offert, will be despatched for the above Ports, on SATURDAY, the 21st instant, at 5 P.M.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, 17th April, 1900. [500b]

## Intimation.



A. S. WATSON &amp; Co., LIMITED.

WINE &amp; SPIRIT MERCHANTS.

## RAINIER BEER.

PURE, SPARKLING

INVIGORATING

AND

HEALTHGIVING.

"Undoubtedly the best Beer that has yet  
been brewed in America."

PRICE:—  
Per Case of 6 dozen PINTS ..... \$13.50 net  
4 " QUARTS ..... \$13.50 net.

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A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

DEATHS.

On the 7th April, on board the s.s. *Singora*, at Singapore, DOUGLAS ATHELSTAN CAMPBELL, son of H. Campbell Highet, M.B., Physician to the Royal Palace, Bangkok, aged 19 months.

At 9 p.m. on the 16th instant, at her residence at the Peak, EMMELINE FLORENCE, the beloved wife of H. K. Davidson, aged 34. [503b]

## The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 17, 1900.

## NOTES AND COMMENTS.

## THE WAR.

The Reuter's telegrams which we publish to-day serve to show that in General Lord ROBERTS we have certainly got the right man in the right place. He does not say much, but he does a great deal, and when he is doing anything he not only keeps his own counsel, but muzzles the war correspondents through the censor, so that his various strokes come as surprises. It will be noticed that since the occupation of Bloemfontein we have had practically no news from the front, with the exception of reports of one or two actions. There has been no word whatsoever allowed to transpire as to the movements of troops, and we think that this is as it should be, for if movements were announced there can be little doubt but that Pretoria would be in possession of the facts within a few hours, the news being sent from the continent by way of Delagoa Bay. Even now we are not in possession of much information. All we know is that Lord ROBERTS is in a position to concentrate an overwhelming force at any point, and if this is the case we may rest assured that he shall soon receive tidings of another brilliant move on his part. Indeed it looks as though the investment of Wepener, owing to the strategy of Lord ROBERTS, is to be nothing less than a blessing in disguise, for if the besiegers themselves are apprehensive of being surrounded, it is not at all unlikely that Lord ROBERTS will turn those apprehensions into a reality, and capture the whole force as he did that of Cronje.

Wepener, the beleaguered town mentioned in the telegram, lies on the Basuto border to the south-east of Bloemfontein, and is situated on the Orange River. Rouxville, the position to which General BRAHANT's headquarters have been shifted, is situated within the Free State and is on the road from Aliwal North to Wepener, so it is easily seen that with Lord ROBERTS and his immense force in the North, and General BRAHANT with his mounted men in the south, the apprehension of the Boers are by no means without foundation.

Now that the plague is once more with us, we trust that no hindrances will be put in the way of the Medical Officer of Health and the Principal Civil Medical Officer, in the matter of carrying out plague measures. At the last meeting of the Sanitary Board these two officers asked that the Government might be requested to give them a free hand to act as they thought fit and that the necessary funds for extra men and all necessities might be forthcoming. We sincerely trust that the Government will consider the matter favourably, and act promptly. Doctors CLARKE and LOWSON, we know, will do so, but they cannot do any good if their hands are tied in any way. As we have continually pointed out, no expense can be considered too great to rid the Colony of this scourge, which plays havoc with business of all descriptions, and we shall go on pointing to this fact until such time as Hongkong can be said to be free of the disease. We are sorry to see that Mr. FUNG WAH CHUEN opposed the motion to declare No. 2 District infected. His reason, we understand, for so doing, was that house-to-house visitation was unnecessary, and that any such measures would uselessly frighten the Chinese. That house-to-house visitation

is absolutely necessary was shown by the statement of Dr. LOWSON to the effect that not one of the cases occurring to date had been notified. Surely Mr. FUNG WAH CHUEN must see that it is desirable to discover all plague cases as soon as possible, so as to prevent others becoming infected by contact with the patient. We are disappointed in Mr. FUNG WAH CHUEN. As a member of the Sanitary Board, he should know better than to think that sanitary measures can be neglected merely because a few of his countrymen might be frightened. We would also point out to the gentleman in question that his attitude will lead to his countrymen imagining that they will have his support in resisting sanitary measures, and therefore he has proved himself unwise and unprogressive. We say again, we are surprised at him.

## REUTER'S TELEGRAMS.

## THE WAR.

## GERMANY AND THE PEACE DELEGATES.

LONDON, April 14th.

It is not true that Count von Buelow has seen the Boer peace delegates.

## OPENING OF THE PARIS EXHIBITION.

## PRESIDENT LOUBET SPEAKS.

The Paris exhibition was opened with a simple but imposing ceremony. President Loubet, surrounded by the foreign ambassadors and commissioners delivered an address.

## FRESH AUSTRALIAN TROOPS.

LONDON, April 15th.

General Carrington has sailed from Cape-town for Beira with more Australian troops and the Scotch Gillies Corps.

No shelling was heard at Wepener yesterday.

General Brahmant's headquarters have left Aliwal North for Rouxville.

## THE WAR.

## LOSSES AT WEPENER.

## BOERS AFRAID OF BEING SURROUNDED.

Reuter's correspondent at Aliwal North says it is officially reported that the British losses at Wepener during four days fighting are 18 killed and 132 wounded. The besiegers are now apprehensive of being themselves surrounded.

## THE BASUTO BORDER.

Three thousand men are stationed on the Basuto border to prevent the Boers crossing it.

## THE POSITION IN THE FREE STATE.

## GOOD NEWS.

Reuter's correspondent at Bloemfontein says that Lord Roberts is now in a position to concentrate an overwhelming force at any point.

## WEATHER REPORT.

The Observatory report says:—

On the 17th at 11.55 a.m. the barometer has risen in Japan, fallen on the E. coast of China. Pressure is high over E. Japan, and a shallow area of low pressure seems to be lying off the E. coast of China. Gradients slight on the China coast. FORECAST:—E. winds, light or moderate; fair.

## LOCAL AND GENERAL.

The *London Letter*, a weekly newspaper started about a year ago, has ceased to exist.

THERE was a fire at the Hungghom Docks yesterday afternoon, some matchboxes being burnt down. The only wonder is that there are not more matchboxes, and that the damage is usually confined to the sheds.

WHEN the *Sunbeam*, conveying Lord Brassey and Lord Hindlip from Australia, steamed into Colombo, Lord Hindlip cabled to the War Office that he would provide a Maxim if he were appointed to a mounted corps at the Cape. The *Sunbeam* sailed for the Cape next day.

THERE are three large German steamers at the Kowloon wharves to-day, the *Preussen*, the *Weimar*, and *Andalusia*. The Germans seem almost to have the exclusive use of the wharves; when there happens to be a Britisher in it, it is usually a small or very moderate sized steamer.

THE returns of the number of visitors to the City Hall Library and Museum for the week ended 15th April are:—

	Library.	Museum.
Europeans	340	113
Chinese	116	2,042
Totals	456	2,175

ACCORDING to an interview published by the *Berlin Lokal-Anzeiger*, Dr. Nansen has announced his intention of undertaking shortly a scientific expedition to the north of Iceland, especially with a view to the examination of the conditions of ocean currents. The explorer also stated that he had abandoned all hope of M. Andrée's return.

## THE TRAGEDY AT CONNAUGHT HOUSE.

## CORONER'S INQUEST.

The enquiry into the death of Mr. S. B. Terry, who was found in his room at Connaught House shot through the head, as already reported in our columns, was opened to-day at the Magistrate's Court before Mr. Compertz.

The following jury were sworn: Messrs. W. Melchers, F. J. R. Schwarzkopf, and F. J. Ribeiro.

Dr. Bell, sworn, stated, on 6th April at the Public Mortuary he saw the body of a European adult, identified by Mr. Skerchly as that of S. B. Terry; there was a bullet wound on the left side of the skull above the ear, the aperture of exit on the right right side exactly opposite. The skull was much fractured about the aperture of entrance and the brain was much lacerated. There were no other marks on the body. The bullet shown might have produced the wound. The wound might have been self-inflicted. There were no marks of burning. Even at an inch distance a pistol would not produce them. Death was almost instantaneous. All the internal organs were healthy.

Al Hing, deceased's boy, who gave his evidence in May, said that his master died on the 5th of April. He last saw him alive in his room at half-past eleven the previous evening. Deceased asked him for some ginger-ale and he went down to get it but found it locked up. He informed deceased, who replied, "very well, if I can't get it I will go to bed." Witness then went away to sleep. When he saw him deceased was sitting down in a chair smoking a cigarette. He was dressed in his sleeping clothes. Witness did not see him again alive. He went into deceased's room about a quarter to seven the next morning with some tea. He turned the key to call him, and he noticed that deceased was on a long chair with a pistol in his hand, dead. There was a great deal of blood running from the left side of his head. At that time there was no one else in the room. Deceased was alone when witness saw him the night before. Deceased always used to lock his room door, but this morning he had not locked it. When witness saw that deceased was dead he went right over to Kowloon and told Mr. Skerchly what had happened, having previously told some of the boys in the hotel. His master was quite well on the day that he last saw him alive. Deceased then he had been sick.

Antonio Fonseca, Manager of the Connaught House Hotel, sworn, stated:—Deceased came to me about 5.30 in the afternoon of the 5th and asked me to make up his account as he was leaving next day. At 6 o'clock I gave the account to his boy. That night I was working in my office until about 11.45. Deceased's room was just above my office. I could hear him packing up; this continued until I left the office. Next morning at 7.15 one of the hotel boys came to me and told me deceased was dying in No. 16 room. I went to the room and found he was dead. I reported this to the Central Police Station at once and sent for Dr. Jordan. Deceased had been in the Hotel since 15th February. He saw Dr. Jordan 4 or 5 days prior to his death. He seemed to be in good spirits. I sleep on the third floor and deceased's room was on the second. I heard no pistol shot. The deceased was lying on the sofa holding his pistol in his right hand.

The foreman of the jury then put a question, as to the wound, it being, according to Dr. Bell's evidence a wound inflicted from left to right. The medical evidence on the point was read over.

William Henry Gaskell, Public Accountant and Secretary of the Pungim Mining Co. sworn, stated:—I was in the company of deceased the day before he died. I had taken his ticket by the *Lightning*, and he called to see me about 4 o'clock. He was in a weak nervous state. He was with me about an hour looking over plans. He asked me to see him home, which I did. He was quite sober. He said that somebody was waiting for him in Ice House Street, and he was frightened to return alone on account of him. He did not mention who it was. I told him he was suffering from hallucinations. He said he had fever. I next saw him dead on Friday. He was lying on his back, and he had some goods for the Pungim Mining Co. He had missed the *Paranatta*, through his illness; so I had arranged for him to go by the next steamer. I saw the revolver in his right hand. I have seen it before in his possession on a launch picnic. I knew him as a friend of Mr. Skerchly's who introduced him to me. He seemed to be in good spirits but nervous.

By the jury:—I think that it was owing to the attack of fever that he missed the *Paranatta*. I only saw he had not left by the papers; I did not see his name in the passenger list. Deceased gave the attack of fever as the reason for missing the steamer.

Mr. E. H. Forbes, Skerchly's journalist, stated that he had known deceased for some time. He had last seen him alive on the 25th March, when he appeared to be in good spirits, and was pleased at the prospect of shortly leaving for Pungim; Deceased had suffered from fever for some time. He had always been of a cheerful disposition and witness saw no reason for the rash act. He was unmarried.

Police Constable M. O. Sullivan gave evidence of having been called to the deceased's room and of the finding of the bullet, which was picked up under the bed.

His Worship then addressed the jury who, without retiring, brought in a verdict of Suicide whilst temporarily insane.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## A REPLY TO MR. LI PAK.

To the Editor of the *Hongkong Telegraph*.  
Sir,—With reference to Mr. Li Pak's letter in your issue of the 14th instant, in which he repudiated the action of his father and himself in connection with the address to the Hon. T. H. Whitehead, permit me to lay before your readers the following facts:

1. Mr. Li Pak had a copy of the address with him for 24 hours, and the original for 2 hours, prior to its presentation. He read through the address word by word several times on the previous day, and it was not until the very last moment that he asked some one else to read the address for him.

2. In the speech which he made on behalf of his father at the presentation of the address, he said, inter alia, "In this address, to which I am a party and in which I most cordially concur, the fact that whether as Banker or as member of Council, no man in my line has done better work for 60 more thoroughly earned the gratitude and thanks of the Chinese Community than you Sir."

Further comments are unnecessary. Yours faithfully,  
CHU WING ON

Hongkong, 17th April, 1900.

THE ADDRESS TO MR. WHITEHEAD.  
To the Editor of the *Hongkong Telegraph*.  
Sir,—We have read Mr. Li Pak's letter which appeared in your issue of the 14th inst. and entirely endorse its contents.

We too were deceived.  
Yours faithfully,  
CHU WING ON

Hongkong, April 17th, 1900.



## THE PUBLIC WORKS REPORT FOR 1899.

The following extracts are from the Government Gazette. The work undertaken in the New Territory and Hung Hom will be of interest to many.

**WORK UNDER THE BUILDING ORDINANCE.** Plans have been deposited to the number of 549—29 for European dwellings, 89 for Chinese houses, and 431 for miscellaneous structures—an increase over the preceding year of 122 plans; all of these require to be carefully examined in the Public Works Office.

Certificates have been granted under Section 53 of Ordinance 15 of 1889 for 288 houses, permits given for the erection of 98 verandahs, and for 19 piers over Crown foreshore or the bed of the harbour.

Notices relating to structures in a dangerous condition have been served in 29 cases. One thousand and seventy (1,700) notices and permits of a miscellaneous nature have been issued.

Fifty-six (56) permits have been issued for the erection and repairs of monuments and enclosures in the Colonial Cemetery, the fees for which amounted to \$236.50.

There was great activity in building operations throughout the Colony during the year. The new and extensive premises and workshops of the Green Island Cement Company at Hok Un were completed, also the very large buildings of the Hongkong Cotton Spinning, Weaving and Dyeing Company at Causeway Bay. The Dock Company's premises at Hung Hom were largely extended, a large Match Factory was also built near Hung Hom, and numerous large blocks of tenement houses there and at Yau Ma Tei.

The principal building completed in the City was the very handsome block of Offices, now known as Queen's Buildings, on the Reclamation near Pedder's Wharf consisting of four floors and containing sixteen suites of Offices.

The handsome Offices of the United Telegraph Companies next the Hongkong Club were completed and occupied during the year, also a large block of buildings adjoining it on the East, next to Messrs. Butterfield and Swire's Offices.

Building of godowns and of Chinese houses on the new Reclamation has proceeded rapidly. A large number of handsome European houses were completed, or nearly so, in the new district lying between Kennedy Road and Bowen Road, where land was eagerly sought for this purpose. In spite of this the supply is not equal to the demand, and rents continue to rise.

One fine European residence was completed and occupied in Barker Road, and four more are in progress of erection.

**PUBLIC WORKS ANNUALLY RECURRENT.**

**Dredging Firebreaks.**—The Dredger was largely employed during the year in removing accumulations of City refuse dropped into the harbour at the Dred Boat Stations. The Sanitary Board have been addressed on this matter, and in future it is hoped the scavenging contractor will be held responsible for this and compelled to pay the cost of dredging. When not so employed, the Dredger works in connection with the Praya Reclamation, or is occasionally lent on hire for private work, when it can be spared.

**MISCELLANEOUS WORK.**

The reconstruction of the Kowloon City Pier, which had become dangerous from the decay of the piles and timbers between high and low tide levels, was undertaken under this vote.

**ROAD CONSTRUCTION.**

During the year under review the Department may claim to have made satisfactory progress with new roads in Hongkong. The extension of Macdonnell Road to a junction with Kennedy Road was taken in hand on an estimate of \$7,500 and completed at a cost of \$6,992.03. It proved a difficult road to construct owing to the deep cuttings through rather loose material full of boulders, the heavy embankment at one point and the very hard and unworkable rock cutting at the lower end.

The number of building lots sold in consequence of the opening of this road and the access thereby afforded to the sites was three, the premium realized \$16,617 and annual Crown Rent secured \$86,000. It must therefore be classed among the paying public works.

Although a vote on account of "Black's Link" appeared in the Estimates, it was decided that the work must be postponed, and only a small expenditure was incurred in keeping the rough path, which was made when the track was being surveyed, open. Rough it is, it is still a favourite walk with those requiring, either for business or pleasure, to visit Wongs-neichong Gap or Tiatim from the Peak. It is to be hoped that the construction of a road so strongly urged by General Black will not be much longer delayed.

In the Report for 1898 reference was made to the projected road from the Upper Tram Station to High West and thence down to Upper Richmond Road. A vote of \$1,000 enabled the Department to effect great improvements in this, as a footpath, strengthening the bamboo staking, and making rough masonry stream crossings, since which road has been largely used. This road may be considered as forming part of a road to be constructed from Glenelg Ravine along the Pokfulam Conduit to the Victoria Battery and thence up to High West, having its upper terminus at the Upper Tram Station. A commencement has been made at the lower end, and it is expected the road from the Tram Station will also be shortly in hands. No more valuable road has ever been projected in the Colony for opening up new building sites, and it is certain that in a few years the prime cost of the road would be recovered over and over again in the sale of land.

The purchasers of two building lots on the South side of Mt. Gough are bound under the conditions of sale to construct a road from Plunkett Gap to their houses. This may eventually be carried round the East end of the hill to join the Plantation Road, and will probably open up a few more sites.

The most notable progress, however, has been on the mainland. At the commencement of the year but a small sum of money (\$3,900)—a revolving balance of former years—was available for the extension of Station Street North, Kowloon.

The taking over of the New Territory in April made it almost imperative that a road should be constructed giving access to the interior direct from British Kowloon. An examination of the ranges to the North showed the only practicable pass to be through the hills above Cheung Sha Wan, where a gap 450 feet above sea level was found. Tracing down from this at the easy gradient of 1 in 20, a junction with Station Street North continued, straight across the tidal flat. East of Takokui was effected. Beyond the gap, the road still gradually rises to the summit level of 500 feet, it then falls to a second gap, which forms the divide between the waters of Mirs Bay and Hongkong Harbour. Several trial traces were run from here, and eventually a very satisfactory one was adopted on easy down grades of 1 in 40 and 1 in 30 until the rice fields of Tai Wai Village were reached. Close to this village a large stream requiring 90 to 100 feet of waterway has to be crossed and the track then skirts the sea-shore for some miles, past the villages of Ha-wai-tsin, Fo-tan, Lok-lok, turning again into the hills near Ma-qui-shui where a gap only 320 feet above sea level has

been found from which an easy track to Tolo Harbour and Tai-po-hu can be laid down.

The first mile of the road is carried on an embankment averaging about 10 feet high across a tidal flat. The large stream which flowed into the top of this bay in numerous shallow branches, making the whole a brackish marsh, was diverted and carried in one channel down to the East end of the bay near Mong-kok-tui and under a bridge of two 15 feet spans.

The second mile was through extremely difficult ground necessitating heavy cuttings and buildings and much rock work. From the first gap the work was easy, but little rock being met with.

There can be no doubt as to the importance and value of this road, the distance from the Kowloon Wharves to Mirs Bay is 9 miles; about 2 miles further on a Pier in deep water at low tides can be made. Tai-po will be reached in 16 miles and the northern boundary of the Territory in about 25. The inhabitants of hitherto remote inaccessible villages, lying among the hills to the north of the harbour, are already freely using this road to reach the markets in British Kowloon.

At the eastern side of British Kowloon Peninsula another extremely useful road has been constructed from Hok-un to Kowloon City.

The old path was very circuitous, passing close to the sea shore in places, and again winding in and out between the hills with short lengths of steep gradients, and in the paddy field direct to a more track. The new road is very direct, the earth obtained from deep cuttings through the ridges being used to form straight embankments across the field.

Two rather large water courses had to be crossed, which has been done by bridges of iron and concrete platforms on solid stone abutments and piers. The road is carried along the sea front of Kowloon City and will form a considerable protection from the sea during easterly gales. For the present it runs about half a mile beyond the City, but should eventually be carried on to Sai-kung. The trace, on a good carriage road gradient, has been made for 5 miles to the Customs Gap.

A much needed connection, referred to also in para. 29 above, has been made at the trifling cost of \$1,300 between the East and West sides of the peninsula by extending the "Wells" road from Yau Ma Tei to join the Kowloon City road near the C.M.S. Mission Church and the historical Hill of the Sun.

The leasing by China to Great Britain of the New Territory, by which the area of the Colony was increased by about 400 square miles, and the taking over of the same in April was undoubtedly the principal event of the year in the Colonial history. Considerable expenditure was incurred immediately necessary in connection with the temporary housing of Troops and Police, making preparation for hoisting the Flag, landing stages and approach roads, constructing Telephone lines, and in the commencement of the main road to Tai-po.

The actual expenditure up to 31st July was \$35,753.89.

The total expenditure incurred during the whole year, under the different sub-heads, was as follows:—

Buildings, \$39,798.08  
Landing Stages and Approaches, 1,660.68  
Preparations for hoisting the Flag, 124.46  
Telephone Lines, 3,769.93  
Main Roads, 67,092.49  
Sanitation, 511.99  
Survey, 601.94  
Miscellaneous, 2,455.69  
Topographical & Cadastral Survey, 1,206.44

\$117,516.70

The cost of matches for the Military and Police amounted to \$11,624.41.

A large permanent Police Station was built at Tai-po containing 12 rooms besides kitchen and out-offices, with accommodation for 5 European and 32 Indian or Chinese Constables, the expenditure brought to account during the year being \$7,650.

Two other permanent stations of a different design were nearly completed, one at Aukam, an important position lying between Kam-tin-hui and Long and in sight of both, at the junction of the Pat-heung and Shap-Pat-heung valleys; and the other at Ping-shan commanding that important village and the valley lying between Castle Peak and Deep Bay.

These buildings have been well built, and are not expensive compared with similar work in Hongkong, but the contractors profess to have lost money over them, and it has been found impossible to get any Hongkong contractor to undertake work in the New Territory at the same prices. The establishment of Police Stations in the Territory was distasteful to the new residents, who at first threw every obstacle in the way of selecting suitable sites and, after this failed, rendered no help in the construction.

On the new roads, the inhabitants came out freely to work, and by the end of the year it was evident that a much better feeling towards the English prevailed. The Tai-po road passes through some good rice fields and vegetable gardens, little or no difficulty was experienced in settling terms of compensation with the owners, who seemed after a time to realize that the road had to be made, and would not be stopped, or its course altered for any ordinary obstacle. The remark also applies to the rather numerous graves on the hill sides, a little gentle persuasion always ended in the removal of the grave from the line of road to some new site.

The inhabitants generally seem to be pretty well off and the expectation that crowds of hungry villagers would flock to the works and be glad of less wages than the Hongkong coolie usually receives, was not realized. In fact, higher wages are demanded, and have been paid by the contractors.

The villagers are not slow to appreciate the advantages of a well-traced road on easy gradients, and the old mountain paths through gaps in the ridge 800 to 1,000 feet high, seem to be less and less used.

The old path to Kowloon City from Hung Hom is abandoned in favour of the new and direct road.

There is no doubt that nothing will tend so much to improve and develop the New Territory as good highways, the inhabitants will come more frequently to Hongkong, bringing their surplus produce for sale, and taking back their goods which in former times seldom if ever reached the remote villages, as well as knowledge gained from their own observation of the effects of civilization and progress.

Wheel traffic will follow in due course and cattle will be bred and trained for the purpose. In the Annual Report for 1897 the following remarks were made regarding over-crowding and the extension of buildings:—

"If a large proportion of the working coolie population of Hongkong can find quarters, and inducements to live at the Kowloon side, in well held out, well drained, airy streets, built as they are being built with modern ideas of sanitation and with the experience of the errors of the past before one's eyes, instead of in the dangerously overcrowded mockeries of China Town in Victoria, the benefits to the majority of the population of the Colony will be great."

This change has to some extent been taking place. The price of land in Yau Ma Tei and Mong-kok-tui has tripled. Huge blocks of tenement

houses have been built, and became fully occupied immediately on completion, while the owners of steam launches plying across the harbour have been doing an enormous trade. Omitting the Star Ferry, 15 launches ply daily across the harbour, making an average of 18 trips each or 270 trips in all in the day. The average number of passengers is said to be 45 or 12,150 per diem of 4,434,750 per annum. The Secretary of the Star Ferry Co. states that his company carried 4,087,737 passengers during the year.

This may be causing some delay in the selling of Taipingshan resumed area, but is otherwise resulting in public advantage.

## THE DELROY COMPANY.

By reference to our advertising columns it will be noticed that arrangements have been completed for a visit to Hongkong of the distinguished burlesque and Terpsichorean artist Miss Ada Delroy, and her talented company of entertainers. The opening date of the Company will be at the Theatre Royal on Monday next, the 23rd inst., and the plan of reserved seats is now on view at the Robinson Piano Coy. Speaking of the company, a Madras paper remarks:—

"... New patter, new songs, new laughter, new pictures and illusions. Miss Delroy's delightful dancing was, however, the same, that is to say beautiful in the extreme, wonderfully clever in conception and execution. This charming little dancer has one fault, she never stays long enough in Madras. A thing of beauty, she passes, at long intervals, only too quickly away, after having excited but not gratified our sense of the poetry of motion and of colour. The bioscope pictures, lending as they nearly all did with the Queen and the events in South Africa, showing regulars and the contingents from all the Colonies on the war-path, nearly drove the house frantic with excitement. During the exhibition of one of the living pictures, the whole house stood up in the warm darkness and sang the National Hymn through, very gravely and with great feeling. The Colonials on the march to Helmsford, and Wilson's last stand at the Shangani Drift were about the two best, and kept the house spell-bound, and an absolute gasp rose up when the last man of Wilson's little band fell, after firing his last shot. The 'Convict's Escape' an entirely new item was a wonderfully clever piece of delusion."

## WAR NEWS BY WIRE.

(From our Exchanges.)

LONDON, March 27th.

The Press, accounting for delay, recognises Lord Roberts' anxiety in a hostile country to ensure quietness in his rear when he advances to Pretoria.

Commandant Olivier, according to one account, is strongly placed with fifteen guns at Rouxville; according to another account he is fleeing towards Sand River with only 300 troops and 20 wagons. General's Gatacre and French are closing in and expect to locate him shortly. The latter learns by helicopter that the fighting in South Basutoland is ceasing.

**Lord Roberts and the Foreign Attachés.**

Lord Roberts, in entertaining the Foreign Attachés to dinner, welcomed them as comrades, explaining that this was the first opportunity he had had of meeting them. The conditions of their recent march were inevitably hard, but were shared equally by all—nobody complained except those unable to approach the fighting line. He gladly welcomed them, and hoped to give them another dinner in Pretoria. Colonel Stakhovitch, the Russian Attaché, replying on behalf of his colleagues, expressed the pride and privilege they enjoyed in accompanying the great Field-Marshal on his extraordinary and unprecedented march.

**Boer dislike of Germans.**

Details in letters attribute General Cronje's surrender to recriminations between the Transvaalers and Free Staters; also to their joint hatred of Germans, especially Albrecht, who openly accused the Boers of incompetence and disloyalty, although they initiated every effective move against Lord Roberts. Meantime General Cronje was silent and unapproachable, and many of the troops in the Boer camp, worn out by hunger and sickness, were driven to disobedience and despair.

**Sir George White Speaks at Capetown.**

March 28th.

Sir George White has arrived at Cape Town, where he met with a most enthusiastic reception. Addressing a vast crowd of people yesterday, he said that he gloried in being a Lieutenant of Lord Roberts, England's greatest soldier. Referring to General Joubert, Sir Geo. White paid the Boer leader a high tribute. Let the rest of the Boers be what they may, General Joubert, he said, was a soldier and a gentleman. The Transvaalers are making preparations to oppose the invasion of their country, concentrating their forces at the Drakensberg Passes. Here, it is stated, 20,000 Boers have already assembled. The removal thither of all big guns from Diggarsburg has been ordered.

**Preparing a Surprise.**

March 29th.

The impression is gaining ground among military experts and others that Lord Roberts is preparing another surprise for the Boers. It is believed that while the attention of the enemy is being engaged by forces approaching Mafeking, north and south, the real relief of Colonel Baden-Powell and the defenders of the town will be effected by another movement of the British troops, making a wide westerly detour, their object being the capture and occupation of Vryburg, where considerable quantities of provisions are stored.

**Mr. Schreiner and the British Government.**

President Kruger favours the Boers falling back on Pretoria and concentrating all energies for its defence. Mr. Schreiner informed a deputation that waited on him yesterday that he had made a strong representation to the Imperial Government to refrain from sending Boer prisoners to St. Helena, but had not succeeded. The British magistrate and his family, who were made prisoners at Uquut, in Zululand, have been released and have arrived at Lourenço Marques. They report that 116 of the prisoners at Pretoria are ill with fever and dysentery. The transport *Assaye*, with 800 troops, has arrived at Durban. General Rundle and his staff have arrived at Cape Town. Generals Clerly and Wynne have returned to duty.

**Col. Baden-Powell Repels Attack.**

It is reported from Pretoria that a very determined effort has just been made to accelerate the fall and capitulation of Mafeking. On Tuesday last the town was subjected to tremendous bombardment, every available gun being brought to bear on the ramparts. Col. Baden-Powell made a spirited reply, and, after heavy fighting, the Boers were drawn off, having failed to accomplish their object.

**Cavalry Horses Used Up.**

The Boer Generals Olivier and Grobitt, with the force which recently occupied Stormberg,

have made good their retreat, and are now beyond pursuit. They had been skillfully closed in upon on all sides. Nothing but their surrender seemed possible; but it was found that the horses of General French's Cavalry Brigade were unequal to the task of intercepting their retreat, and the Boers escaped.

The object of the extensive preparations being made at Johannesburg to destroy the gold mines, Robinson's Bank, and other buildings is to induce foreign speculators interested in the ownership to bring pressure upon their Governments to intervene to secure favourable terms of peace for the Transvaal.

President Kruger has assured the military direction of affairs since the death of General Joubert, and favours the scheme of falling back on the capital, and concentrating all energies in defending Pretoria. There is great divergence of opinion on the subject. The conflict among the Boer leaders is becoming acute.

The Boers are vainly destroying the collection at Dundee, despite the protests of General Buller. Since the death of General Joubert they appear to have gone out of hand completely.

**Transvaal and Free State Quarrelling.**

Dissension between the Transvaalers and the Free Staters is becoming more acute every day, and since the British Occupation of Bloemfontein, matters have reached a climax by the action of the Transvaal authorities, who have arrested the Free State General Prinsloo on a charge of high treason. This high-handed proceeding had a serious effect on the loyalty of the Free State burghers who are deserting the cause in hundreds. The utmost confusion prevails in the Boer army, whose general dispersion may occur at any moment.

**British losses at Karee Siding.**

March 30th.

Lord Roberts wires from Bloemfontein to-day that, owing to the activity of the enemy in his immediate front, and the hostile action towards the burghers who have surrendered, it was found necessary to dislodge them from the kopjes at Karee Siding, three miles south of Brandfont. The operations were successfully executed by General Tucker's Division, assisted by the 1st and 3rd Cavalry Brigades under General French. The enemy retreated to Brandfont and we held the kopjes. Our loss was 108 killed and wounded, including:—

Killed: Scottish Borderers—Captain Coring, Wounded: Scottish Borderers—Captain Sellar and Lieut. Coulson, Norfolk—Captain Luard and Captain Peebles, South Wales Borderers—Lieutenant Curgenven, Lincoln. Captain Edwards, Hampshire—Lieut. French.

A strong British mounted force has passed through Barkley West. Its destination is unknown, but it is equipped for a long march. There is a marked improvement in Anglo-French relations, Sir E. Monson, in a speech to-day at Chantilly, saying he was convinced the good understanding would endure.

The *Morning Post* has published a despatch from Bloemfontein, dated 29th inst., stating that Lord Kitchener, with 3,000 men, crossed the temporary bridge at Norval's Post yesterday evening.

(From Dutch sources.)

Cecil Rhodes, in the course of a recent interview, said he estimated the Boer military strength at not more than 30,000 men.

**Burial of General Joubert.**

April 1st.

A small Boer force has been driven out from hills to the south of Brandfont. Lord Roberts, however, wires that there are still about six thousand Boers close by in strong positions. The Boers retreating from the hills fell back upon these positions in good order. The report that the Boers intend to destroy the mines at Johannesburg has been officially contradicted. The burial of Joubert was very impressive and was attended by about ten thousand persons. Hundreds of wreaths lay on the bier, including several from British prisoners of war. Kruger delivered a speech at the grave in which he spoke hopefully of the future. A large Boer force is in district of Barkley West which is greatly disturbed. The *Daily Mail* says that Lord Roberts will soon move north with 70,000 men. General Clements has occupied Koffyfontein.

**Stout Resistance of Boers.**

April 2nd.

On Friday the Boers at Tafelkop held out for six hours against British attacks which they repulsed. The British who held Thabanchu were then obliged to retreat before a large Boer force. During the retreat, one of the British detachments near the Bloemfontein waterworks fell into a Boer ambush and were made prisoners. Six guns also fell into the hands of the Boers. The Boer camp is now bombarded by a British division.

**The Captured Detachment.**

Lord Roberts wires further particulars regarding the ambushed detachment. When the Boers marched forward upon Thabanchu, the garrison of the latter moved back in broad formation to the waterworks. There it was suddenly attacked by the Boers from three sides. The batteries and the army waggon followed in the direction of Bloemfontein. But the Boers hidden in the deep river bed fired upon continually as they crossed the river in a broad front line. The troops lost their whole train, seven guns, and three hundred men. A large Boer force near Paardeberg and Kudustrand-drift has cut the communication between Kimberley and Bloemfontein. The Landrost of Wepener, a place on the border between the Free State and Basutoland, has refused to take the oath of fidelity to the Queen.

**Heavy loss of the Lancers.**

April 3rd.

The Boers on Sunday retreated from the Bloemfontein waterworks to Ladybrand. On Friday and Saturday another engagement took place at Brandfont in which the British Lancers suffered heavy loss. Colonel Plumer's column has again been beaten by the Boers near Mafeking.

**Destruction of Waterworks.**

April 4th.

The destruction of the waterworks and the cutting off of the water supply cause great inconvenience to the British troops at Bloemfontein. It appears that the Boer force in action at Brandfont on Saturday largely consisted of Free Staters. The Boers have taken up strong positions on the banks of the Modder River. The British fear a shutting-in of Bloemfontein by the Boers. The latter by a southward movement have cut off Lord Roberts's communications with Cape Colony. General Cronje, with Colonel Schiel, and one thousand Boer prisoners have embarked for St. Helena.

**Mafeking closely invested.**

On Tuesday there was an action between mounted infantry and a Boer force at Bushmanskop, a hill twelve miles from Bloemfontein. General Gatacre expects a battle shortly to the east of Springfontein. Mafeking has been more closely shut in by the Boers.

## TOTAL LOSS OF THE YACHT "TOLNA."

WRECKED OFF MINICOY.

The rumour current in Colombo a few days ago with regard to the wreck of the Australian yacht *Tolna*, and to which we gave publicity, turns out to be too true, for at present nothing remains of the yacht; she was totally destroyed after the wreck. The *Tolna* owned and sailed by Count Festelet de Tolna, it will be remembered, after leaving San Francisco (where it was built some three years ago) for the South Sea Islands, has been on a cruise, for a period of nearly four years, it appears that the yacht while under full sail ran against the reefs off Minicoy at 4.30 a.m. on the 11th of February and sustained serious damage which was thought to be irreparable. She struck in 12 feet of water and close to the land, so that the greatest despatch those on board lost the vessel, full of men, and on a closer inspection found that she was resting on two reefs, extrication from which was almost impossible and would have cost immense labour and money. The day following the wreck, the scene was visited by swarms of natives, who, however, refused any assistance at the beginning, but subsequently yielded. When it became apparent that the vessel could not be saved, Count Tolna decided to set fire to her, and with this object, everything of value was removed from on board, and on Sunday the 18th, and Monday the 19th of Feb., the yacht, or rather the remains of it, was set fire to—though not without some reluctance on the part of its owner, who prized the little craft very highly. The fittings, etc., saved are carefully stored at Minicoy, where Count Tolna is at present staying, it is probable that Count Tolna will return to Colombo by the s.s. *Heifer*, which will be leaving for Minicoy shortly.—*Times of Ceylon*.

**SHIPPING REPORTS.**

Captain G. Verona, of the steamship *Nilesta*, from Singapore, reports: Good voyage.

Captain A. Sommerville, of the steamship *Kanara*, from Wuhu, reports: Light variable winds and hazy throughout.

Capt. R. Curtis, of the steamship *Pravara*, from Saigon, reports: Experienced light to moderate easterly wind with fine weather from port to port.

Captain V. Passmore, of the steamship *Phaethon*, from Coast Ports, reports:—Taiwanfou to Amoy moderate S.W. breeze, smooth sea and foggy. Amoy to Swatow light variable air and hazy. Swatow to Hongkong light northerly breeze and foggy, later part overcast and clear. Vessels at Amoy:—*Diamond, Chiefo, and Wenchow*. At Swatow:—*Ningpo, Rugmar, Hsiao, Yik-sung, Shiao, and Kinkiang*.

Capt. R. Heintze, of the steamship *Prussia*, from Hamburg and Singapore, reports:—Left Hamburg on March 7th and the usual ports were touched according to time table. In the North Sea and Channel met light N. to N.W. winds and smooth sea, while in the Bay of Biscay the winds were from N. to N.E. with moderate sea. In the Gulf of Lyons had very stormy weather, N.W. wind with a force of 9 to 10 and very rough sea which made the ship roll heavily. In the Mediterranean there were changeable winds with smooth sea. Fine weather, E. to E.N.E. winds prevailed in the Arabian Sea and also in the China Sea with continually calm sea.

**NOTANDA.**

**CALENDAR.**

APRIL.

*Metereological means based on ten years' observations to 1893.*

Barometer ..... 30.59  
Thermometer ..... 82.0  
Humidity ..... 85.0  
Rainfall ..... 4.68

**TO-DAY.**

**WEATHER REPORT.**

On date at 10 a.m. On date at 4 p.m.

Barometer ..... 30.04 29.93  
Temperature ..... 78 78  
Humidity ..... 78 81  
Rainfall ..... — —

**TO-DAY.**

Tuesday, 17th April, 1900.

Chinese—18th of 3rd moon of 26th year of Kwang-si.

Sun—Rises ..... 5hr. 39min.  
Sets ..... 6hr. 19min.  
High water—Morning ..... 1hr. 52min.  
Afternoon ..... 1hr. 39min.  
Low water—Morning ..... 5hr. 24min.  
Afternoon ..... 5hr. 24min.

**ANNIVERSARIES.**

1790—Benjamin Franklin died.  
1871—Telegraphic communication with Shanghai established.  
1876—Loss of the s.s. *Kwantung* off Orskan.  
1880—Prince Heinrich of Germany arrived at Shanghai.  
1888—Loss of the s.s. *San Pablo* on the Tan Rocks.  
1891—Execution of the *Namoa* pirates at Kowloon City.  
1897—Battles of Maluna Pass and Kurya.  
1898—Anti-American demonstrations in Spain.

**TO-MORROW.**

Wednesday, 18th April, 1900.

Chinese—19th of 3rd moon of 26th year of Kwang-si.

Sun—Rises ..... 5hr. 40min.  
Sets ..... 6hr. 19min.  
High water—Morning ..... 0hr. 0min.  
Afternoon ..... 0hr. 25min.  
Low water—Morning ..... 5hr. 57min.  
Afternoon ..... 5hr. 57min.

**ANNIVERSARIES.**

1790—New South Wales discovered.  
1855—Commercial Treaty between England and Siam signed.  
1862—The *Esch* captured by pirates, under the leadership of an Englishman, near Green Island, Hongkong; the captain and some of the crew murdered.  
18



## Auctions.

## GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Office of the Public Works Department, TO-MORROW, the 18th day of April, 1900, at 3.00 P.M., are published for general information.

By Command,  
F. H. MAY,  
Acting Colonial Secretary.

Particulars and Conditions of the letting by Public Auction Sale, to be held TO-MORROW, the 18th day of April, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong-Kok-Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the Queen for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Acres	Annual Rent	Upset Price
1	Mong-kok-Tsui	365 7/8 ft. by 100 ft.	3.6578	\$5	1,000

## GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Office of the Public Works Department, TO-MORROW, the 18th day of April, 1900, at 3.15 P.M., are published for general information.

By Command,  
F. H. MAY,  
Acting Colonial Secretary.

Particulars and Conditions of the letting by Public Auction Sale, to be held TO-MORROW, the 18th day of April, 1900, at 3.15 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Quarry Bay, in the Colony of Hongkong, for a term of 99 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the Queen for one further term of 99 years.

## PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Acres	Annual Rent	Upset Price
1	Quarry Bay	873 8/16 ft. by 630 ft.	5.486	\$45	10,000

## Intimations.

## ABRIDGED PROSPECTUS.

THE "CHEONG FAT" FERRY CO., LIMITED.  
Incorporated under the Companies Ordinances, whereby the Liability of each Shareholder is limited to the Amount of his Shares.

CAPITAL ..... \$100,000  
In 4,000 fully paid up Shares of \$25 each of which 1,600 Shares will be offered for Subscription.

Terms for Subscription:—\$5 on Application  
\$10 on Allotment.

Balance at call in Instalments. One Month's Notice to be given in respect of each Instalment called up.

Applications for Shares accompanied by a Deposit of \$5 per Share must be sent in to the NATIONAL BANK OF CHINA, LIMITED, on or before 18th of April, 1900.

For Forms of Application, apply to the General Managers.

Board of Directors:  
Mr. LOO KOON-TING of Kwong Wing Sang Firm.  
" CHAN KAI-MING of Opium Farm.  
" HU SHUN-CHUN of Opium Farm.  
" TAM TZE-KUNG of Chai On Insurance Co., Ltd.  
" CHAN HE-WAN of Chai On Insurance Co., Ltd.  
" LAI SIU-TUNG of Tin Shing Shop.  
" YUNG CHOW-PONG of Deutsch Asiatische Bank.  
" TO YING-TING of Lauts, Wegener & Co.  
" J. T. LAUTS of Lauts, Wegener & Co.

THE NATIONAL BANK OF CHINA, LIMITED.  
Messrs. JOHNSTON, STOKES AND MASTER.

General Managers:  
Messrs. LAUTS, WEGENER & Co.

The Company has been formed for the purpose of carrying passengers between Hongkong and Yau-matee and such other places as may from time to time appear to promise satisfactory results and assist in meeting the demands of the growing passenger traffic from and to Hongkong and the East and West River of Canton.

Arrangements have been made to commence business at once with a Ferry Service between Yau-matee and Hongkong.  
Hongkong, 4th April, 1900. [447b]

## FOR SALE AT TIENTSIN.

## NORTH CHINA.

LARGE BUSINESS PREMISES on the TAKU ROAD within easy reach of the Bund. The Premises consist of a Six-roomed Bungalow, Three Large Godowns, one with a double-storey and flat roof suitable for drying purposes, Comrades' Quarters and Offices, one Brick House, several Out-buildings and all necessary adjuncts to business. One Godown contains a Hydraulic Press, Engine, &c. For particulars apply to  
J. T. SKOTTOWE,  
Land, Estate, and General  
Commission Agents,  
Tientsin,  
North China.

Hongkong, 9th April, 1900. [455b]

## Entertainment.

THEATRE ROYAL.  
Manager ..... Mr. JAMES BELL.  
FOR A LIMITED NUMBER OF NIGHTS.  
Commencing  
MONDAY, 23rd APRIL.  
ADVENT OF THE WORLD-FAMED  
ADA DELROY COMPANY.

12 STAR ARTISTES 12  
with several  
SPARKLING SENSATIONAL  
NOVELTIES.  
A BOOM  
IN AMUSEMENT ENTERPRISE  
THE CAUSING A GREATER  
THE SENSATION THE  
ROOM than the BOOM  
OF THE TRANSVAAL WAR. OF THE  
SEASON  
See Later Advertisements, Bills, Circulars.  
The World Press Notices, &c., &c.  
Admission \$3, \$2 and \$1. Box Plan at  
ROBINSON PIANO CO.

JAMES MORGAN,  
Business Representative.  
[498b]

## Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

NOTICE is hereby given that the SECOND INSTALLMENT of \$5 per Share in respect of the 50,000 New Shares has been called up and Holders of such Shares who have not already paid this instalment are requested to PAY the Amount of such CALL to the Undersigned at the Office of the Company, No. 9, Praya Central, on or before the 30th April, 1900.

Dated the 27th March, 1900.  
SHEWAN, TOMES & Co.,  
General Managers.  
[497b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTION was passed.

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and 8th March instant, and confirmed on the 27th March instant, and since duly registered, the Sum of \$2,500,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

2.—That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of \$12 per cent. per Annum, upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 27th March, 1900. [493b]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 362 for TEN SHARES of this Company, numbered 7165 to 7174, and dated the 20th May, 1899, in the name of FUNG WA CHUNG, of Hongkong, having been LOST, a New Scrip for the same will be issued after One month from the date hereof, and the Original Scrip will be considered by the Company as Null and Void, and all persons are hereby warned against accepting or negotiating same.

By Order,  
C. MOONEY,  
Secretary.  
Hongkong, 30th March, 1900. [412b]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 812 for 8 SHARES of the Company, numbered 13414/13421, in the name of WILLIAM MONARCH BURNSIDE ARTHUR, Esquire, of Hongkong, having been LOST, a New Scrip for the same will be issued after One month from the date hereof and the Original Scrip will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 29th March, 1900. [499b]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 812 for 8 SHARES of the Company, numbered 13414/13421, in the name of WILLIAM MONARCH BURNSIDE ARTHUR, Esquire, of Hongkong, having been LOST, a New Scrip for the same will be issued after One month from the date hereof and the Original Scrip will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 10th April, 1900. [474b]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,  
Agents.  
Hongkong, 28th May, 1899. [39]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KINSHU MARU..... F. Horton	VICTORIA, B.C. and SEATTLE, U.S.A. via ANCHANG, SHANGHAI, KOBE and YOKOHAMA.	FRIDAY, 20th April, at Daylight.
KASUGA MARU..... E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 21st April, at Noon.
MIKE MARU..... S. Kawamura	MOJI, KOBE and YOKOHAMA.	TUESDAY, 24th April, at Noon.
MIKAWA MARU..... M. Takahashi	SHANGHAI, CHENULPO and NAGASAKI.	TUESDAY, 24th April, at 4 P.M.
YAWATA MARU..... A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 27th April, at 4 P.M.
BINGO MARU..... M. Nivison	MARSEILLES, LONDON, NEWCASTLE, ON-TYNE, and ANTWERP, via STRAITS, COLOMBO and PORT SAID.	FRIDAY, 27th April, at Daylight.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 9th April, 1900.

## NORDDEUTSCHER

## LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SIBIRIA..... Braun	HAVRE and HAMBURG.	24th April.	Freight and Passage.
*KONIGSBERG..... Christiansen	HAVRE and HAMBURG.	16th May.	Freight and Passage.
BAMBERG..... Jacobs	HAVRE and HAMBURG.	About 22nd May.	Freight and Passage.
SARINIA..... Fuchs	HAVRE and HAMBURG.	About 6th June.	Freight and Passage.
SAMBIA..... Elbert	HAVRE and HAMBURG.	About 20th June.	Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & Co.,  
Agents.

## TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 8th May, at Noon.	
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 31st May, at Noon.	
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 26th June, at Noon.	

## THE U.S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 21st April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

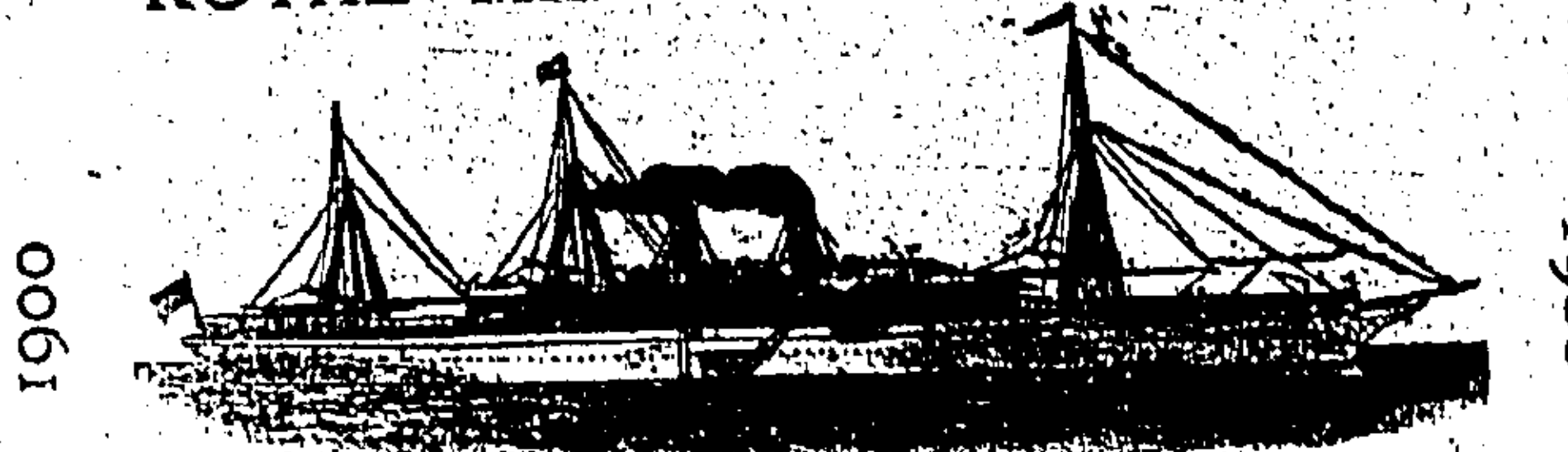
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.  
Hongkong, 14th April, 1900. [7]

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th April.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 16th May.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 6th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Palliser's Street.

Hongkong, 14th March, 1900.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Steamship	Approximate Date	Approximate Time
Carlisle City.....	3,002	about April 30
Strathgyle.....	5,023	about May 10
Belgian King.....	3,379	about June 5
Thyra.....	3,812	about July 8

## THE Steamship

"ENERGIA" will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA & HONOLULU, on THURSDAY, the 12th April.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan.

Hongkong, 12th April, 1900. [28]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamship	Approximate Date	Approximate Time
Breconshire.....	3,567	G. E. Elliot April 21
Glengyle.....	3,750	W. Frazer April 24
Queen Adelaide.....	2,832	F. McNeill May 5
		June 2

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire | 2,874 | W. A. Evans | May 19

Braemar..... | 3,501 | W. Watt..... | June 9

Monmouthshire | 2,874 | W. A. Evans | July 14

Monmouthshire | 2,874 | W. A. Evans | Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDESS carried.

HONGKONG TO NEW YORK £44.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to  
DODWELL & CO. LIMITED,  
General Agents.

Hongkong, 14th April, 1900.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

## THE Steamship

"BENGAL" Captain S. Bircham, carrying Her Majesty's Mail, will be despatched from this Port for BOMBAY, on SATURDAY, the 28th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.

Hongkong, 14th April, 1900.



## DAGOITS IN BOMBAY.

## AN EXCITING INCIDENT.

What is described by the *Times of India* as "one of the most exciting incidents in the police history of Western India" occurred near Dholera, on Friday, March 30th. A big dacoity had been committed, and as the robbers were endeavouring to get back to Katiawar they were met by a party of armed police. The dacoits were Mianas, and, seeing themselves cut off, at once attacked. An encounter ensued, which lasted for some considerable time, the outlaws fighting desperately, and eventually proving victorious. The police were left helpless on the ground, and, depriving them of their rifles, bayonets, and uniforms, their opponents made off. Mr. de Souza, with a party of Customs Police, tracked the gang all day on Monday. On Monday night he was joined by Mr. Lambert, district superintendent of police, Ahmedabad, and the tracking continued all night and all next day, until Wankaner was reached. There, on Wednesday, Mr. Souer, superintendent of the Katiawar agency police, and some of his men joined the party. The Mianas moved rapidly, and it was still impossible to overtake them. At last, on Thursday afternoon, the police came up with their camp, but the men had got away. The women were, however, captured, and some of the stolen property was found, along with two of the police rifles. Every one was pretty well done up by that time, having pressed on, night and day, through the darkest country. Still it was determined that the actual culprits should be taken. A fresh start was made, and the road taken on to Wankaner, and there the Mianas were run to earth. A number of arrests were made, and more of the stolen property recovered. The gang had been tracked persistently for nearly two hundred miles.

## THE DUKE OF WESTMINSTER'S WEALTH.

So much has been said of the wealth of the late Duke of Westminster that certain people have waxed quite angry over the discovery that in his best days his realisable possessions were worth a million and a half. The will is indeed a surprise, the whole of the estate having been entered at £3,942,229. The executrix and executors are his widow and Lord Colclough and his solicitor, Mr. H. T. Boodle. To his son, Lord Arthur Hugh Grosvenor, is left the furniture and pictures at his Scottish lodges. The trustees of the National Gallery are bequeathed the painting "Calais Gate," by Hogarth. All the advowsons and rights of presentation are devised to the trustees of the resettlement of the family estates made May 2nd, 1874. The effects at Eaton Hall, Grosvenor House, and Halkyn Castle devolve as heirlooms with the settled estates. Charges are made on the Grosvenor estate south of Piccadilly and Knightsbridge Road to make up the marriage portions of his children respectively to the following amounts:—Lady Ormonde, £35,000; Lady Chesham, £35,000; Lord Arthur, Henry and Gerald Grosvenor, £50,000 each. His two sons and his sisters £40,000 each. Princess Adolphus of Teck having received £75,000 as her marriage portion, no further provision is made for her. Other members of the family receive life annuities ranging from £3,000 to £5,000, and the Duke's secretaries and servants are remembered with annuities from £400 to £50. All his servants of five years' service receive each one year's wages. The Duke devised all his own real estate in trust for sale, and bequeathed the residue of his personal estate to the duchess absolutely.

## ASTUTE INTERNATIONAL TRADERS.

Says a writer in *Harpers Magazine*:—"A German merchant established for many years in Hongkong said to me only a few hours ago:—"I am a German, and I love my country yet I cannot conceive of a greater calamity to Germans in China than that Hongkong should become the property of Germany. Under the English flag I have personal liberty equal to that of any Englishman. If the German flag should wave here to-morrow, I should move away." This is pretty strong language for a German to use at this time, but it is language worth repeating, for it represents the attitude of the typical German merchant abroad as distinguished from the German in the pay of the Government. Another German fellow-passenger was a technical electrical engineer going to Kiau-chau as the representative of a great Berlin house. He had with him, as nominal travelling companion, a retired Prussian army officer. He was seeking concessions from the German authorities in China, and the ex-officer was taken along as a social partner merely, in order to get access to those in power. I learned soon that he represented, besides, not many an American, but likewise electrical concerns in Paris and St. Petersburg. The explanation he gave me was significant of the manner in which the common sense of business men defeats the jingoism of military monarchs. "You see," said he, "our Governments spend their time in making us hate one another and prepare for war. This sort of thing is bad for trade. Now, my electrical concern in Berlin is part of one in America, France, and Russia. Suppose the Russian Government calls for bids for electric machinery? We know they will give it only to Russian subjects. Very good. Our Russian house bids for it. It is successful. It is merely puts a Russian stamp on a German or American machine, and the Government advertise it as a triumph for Russian industry. Some things are made better in America, some things better in Germany. We have a perfect understanding on this subject, and compensate one another in a variety of ways. For instance, the Spaniards want an electric plant. We bid for it—that is to say, we let our French house bid for it. It is really an American concern that bids and furnishes the best part of the machinery, but the Spaniards do not know this. He thinks he's dealing strictly with his French ally. We all share in the profit."

## A MARVELLOUS RECOVERY.

The Secunderabad correspondent of *Madras paper* says:—"Lieutenant Halford, of the 10th Hussars, who about three months ago was seriously wounded in the left breast while in action, pulled through under skilful treatment. A month later, while serving with a Light Horse detachment, he was very nearly killed. He was severely wounded on the back of his head that his brain was partially exposed. He was picked up on the battle-field, and conveyed to a complete hospital, where he was treated by a skilful hand, and was rapidly recovering. He is still an invalid but sufficiently convalescent to transmit the above facts by letter to an old friend in Hyderabad."

## INDIAN NURSING SERVICE.

The Government of India have sanctioned the option of a uniform dress for the Indian Nursing Service as shown below:—Winter: Grey beige with red cashmere stand up collar, red belt, and red bands on sleeves below elbow. Summer: White cambric with bands of Turkey-red twill. (Lady Superintendent's dresses made with red waistcoat and red cuffs.) (Cloak—Grey tweed with lining to cape. Bonnet—Grey straw trimmed with grey ribbon. Hat—Sailor, white straw with white ribbon. Caps—Dora white. Lady Superintendent's caps have lace edging. Apron—White with bibs, but without straps; for duty only. Cuffs—white. Collars—white. Lady Superintendents are permitted to wear muff when off duty, but Nursing Sisters, unless when on leave or attending evening entertainments will wear uniform at all times. The only exception to this rule is the permission to wear a habit when riding. In bicycling, lady nurses are permitted to wear a plain grey cloth jacket.

## KILLED AND EATEN.

The *Serdang*, the man-of-war despatched to Netherlands New Guinea to rescue two engineers and the third officer of the mail steamer *General Pri* who had fallen into the hands of savages there, has had an unsuccessful quest. The missing men were carried off on the 27th December. The *Serdang* immediately went to deliver them but was driven off by bad weather. She tried again and succeeded in landing a party of soldiers there. The people of the land gave information that the captives had been killed and eaten immediately after capture. Eleven of the cannibal captors were captured and put on board the *Serdang*. Several of them afterwards perished by drowning.

## PAN-ISLAMISM.

The Turkish Consul at Batavia, Emin Bey, distinguishes himself from his predecessor, Kiamil Bey, by discouraging intrigues in favour of pan-Islamism—a movement which seeks to strengthen the Sultan of Turkey's hold on Mohammedans outside his dominions. He also refuses to have anything to do with fanatics among the Mohammedans in Java. This has aroused dissatisfaction among the extreme Mohammedans both there and in the Straits Settlements. Some leading Mohammedans at Singapore have voiced this feeling in a letter to Emin Bey. The letter is written in English. These Singapore Mohammedans reproach Emin Bey with neglecting his duty in not following the example of Kiamil Bey, who as they express themselves, "is doing his duties as consul formerly in Netherlands India to the most satisfaction of all the subjects of his Majesty the Sultan."

## A DEAD-HOUSE FOR A HOME.

REQUEST BY LORD ROBERTS' TRUMPETER.

James Power, late of the Royal Artillery who served as trumpeter to Lord Roberts in the field of Kandahar and was wounded in the leg while engaged on that duty, lately forwarded to the military authorities a petition of more than ordinary interest at the present juncture. Power's wound disabled him and he was eventually pensioned in consequence. He is now one of the pensioners in Chunar. His petition stated that he was living in a *cuchra* mud hut, but, as his means were insufficient to enable him to rent better accommodation, but, as the old dead-house was vacant, he begged to be allowed the favour of occupying it. He had approached the Collector about it, and that functionary had referred encouragingly to the military authorities; so to the General Officer commanding the Allahabad District he appealed that kind consideration may be given to a hard case, and permission granted to occupy the dead house. It is gratifying to be able to state that Trumpeter Power's humble petition met with a favourable reception and that he is now in happy possession of the dead-house in the old fort of Chunar.

## STEAMERS EXPECTED.

Names.	From.	Dur.
Kisuga Maru	Manila	To-morrow
Milke Maru	Singapore	April 20th
Gaello	Shanghai	April 21st
Tantalus	Singapore	April 21st
Oceanic	Singapore	April 22nd
Hongkong Maru	San Francisco	April 28th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing, respectfully request the masters of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN," Captain Anderson, will be despatched as above on WEDNESDAY, the 25th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th April, 1900. [491b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN," Captain Anderson, will be despatched as above on WEDNESDAY, the 25th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th April, 1900. [492b]

## Shipping.

## STEAMERS.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG AND BOMBAY. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAIO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA," Captain Sartorio, will be despatched as above TO-MORROW, the 18th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 17th April, 1900. [480b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAIGON.

THE Company's Steamship

"KAIFONG," Captain Pennefather, will be despatched as above TO-MORROW, the 18th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th April, 1900. [494b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"SILEZIA," Captain G. Verona, will leave for the above places, on THURSDAY, the 19th instant, at P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 12th April, 1900. [484b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE AND YOKOHAMA.

THE Steamship

"ESKDALE," will be despatched as above on THURSDAY, the 19th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th April, 1900. [497b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

Taking Cargo at London Rates.

THE Company's Steamship

"HECTOR," Captain Barr, will be despatched on FRIDAY, the 20th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th April, 1900. [371b]

THE OSAKA SHOEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU," Captain J. Sato, will be despatched for the above ports, on FRIDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th April, 1900. [446b]

THE OSAKA SHOEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th April, 1900. [45]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR ILOILO AND CEBU.

THE Company's Steamship

"ESMERALDA," Captain A. Ramsay, will be despatched for the above Ports, on FRIDAY, the 27th instant.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, YIMES & Co., Agents.

Hongkong, 2th April, 1900. [468b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MACHAON," Captain Hannah, will be despatched on TUESDAY, the 1st May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th March, 1900. [411b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. REGULUS," will be despatched for the above Port or about the 3rd May.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 14th April, 1900. [496b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ALCINOUS," Captain Fulford, will be despatched as above on TUESDAY, the 15th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th April, 1900. [461b]

## Consignees.

PACIFIC MAIL STEAMSHIP COMPANY. NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF PEKING." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM, Acting Agent.

Hongkong, 14th April, 1900.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLEBRO, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL," having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

No Fire Insurance has been effected. All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW, Agents.

Hongkong, 12th April, 1900. [493b]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 12th April, 1900. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRECONSHIRE," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 11th April, 1900. [4]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"PINGSUEY," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 18th instant, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

JARDINE, MATHESON & Co., Agents.

Hongkong, 11th April, 1900. [482b]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Arcturion*. From Madras, &c., ex S.S. *Landaur*. From Persian Gulf, ex S.S. *Nasr-i-Mohammadi* and *Canal*. From Kutch, &c., ex *Pamba*, *Gon* and *Nada*.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 14th April, 1900. [5]

## Notice of Firms.

SALAMANDER FIRE INSURANCE CO. NOTICE.

THE UNDERSIGNED, having been appointed AGENTS for the above COMPANY, are prepared to accept Risks against FIRE at CURRENT RATES.

HONGT, SJACOB & CO. [422b]

Hongkong, 31st March, 1900.

NOTICE.

THE Undersigned beg to give Notice that they are CLOSING their BUSINESS in HONGKONG and all Matters connected with the FIRM and with Mr. E. R. BELLIOS should be referred to Mr. R. C. WILCOX of 8, BEACONSFIELD ARCADE.

BELLIOS & Co. [481b]

Hongkong, 11th April, 1900.

Animations.

GERMAN SCHOOL.

THE SUMMER TERM will commence on MONDAY, the 23rd instant, &c. There are a few vacancies, and parents desirous to send their Children will please communicate with the undersigned.

PAUL BREWITT, Hon. Secretary.

Hongkong, 10th April, 1900. [473b]

WANTED.

A COPY of the Local "HANSARD," 1891-2.

Address:— J. J. F. Office of this Paper.

Hongkong, 10th March, 1900.

WANTED.

A FEW BOARDERS (GENTLEMEN) Central Position on low level; good accommodation with use of Billiard Table and select Library.

Apply REX, c/o this Paper.

Hongkong, 2nd April, 1900. [436b]

CHS. J. GAUP



